

List of pages in this Trip Kit

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Airport Information For UMOO

Terminal Charts For UMOO

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Mahiliou Blr
IATA Code: MVQ
Lat/Long: N53° 57.3' E030° 05.6'
Elevation: 636 ft

Airport Use: Public
Magnetic Variation: 7.8°E

Fuel Types: Jet A
Repair Types: Minor Airframe
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0248 Z
Sunset: 1709 Z,

Runway Information

Runway: 13
Length x Width: 8419 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 625 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 8419 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 616 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.2 Non-English
ATIS 118.075
Mahiliou Tower Approach Control 133.0 Secondary
Mahiliou Tower Approach Control 127.1

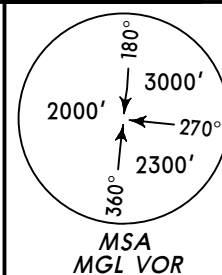
*ATIS
118.07
(126.2 Russian)

Apt Elev
636'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 when pressure is less than 733mm (977.3 hPa)
Trans alt: 3590' (2965')
Do not overfly city of Mahiliou below 2270' (1645').

DEDOK 1B [DEDO1B], DINPU 1B [DINP1B]
DULEB 1B [DULE1B], KOPON 1B [KOPO1B]
PIROS 1B [PIRO1B], ROVSI 1B [ROVS1B]
RWY 13 ARRIVALS

CAT C & D



DINPU
N54 25.6 E030 15.8
Between
FL130 & FL50

DEDOK
N54 02.1 E029 18.1
(MGL R-272/D28.6)
Between
FL130 & FL50

DEDOK 1B
N54 01.6 E029 52.0
(MGL R-291)
At 1940' (1315')

DULEB
N53 49.1 E029 23.4
Between
FL130 & FL50

D9.2 MGL
N54 03.4 E029 54.4
(MGL R-305)
At 1940' (1315')

D9.5 MGL
N54 03.0 E029 53.0
(MGL R-300)
At 1940' (1315')

D9.2 MGL
N54 04.6 E029 56.5
(MGL R-316)
At 1940' (1315')

Intercept
final at
1940' (1315')

***485 UF**
N53 59.3 E030 02.5
At 2930' (2305')

ROVSI
N53 51.9 E030 50.4
(MGL R-094/D26.9)
Between
FL130 & FL50

ROVSI 1B
N53 51.9 E030 50.4
(MGL R-094/D26.9)
At 2930' (2305')

KOPON
N53 38.7 E030 45.5
(MGL R-120/D30.0)
Between
FL130 & FL50

MAHILIOU
N53 57.2 E030 05.7
(H) 116.75 MGL

GIGEB
N53 49.4 E030 18.4
(MGL R-129/D10.8)
At 2930' (2305')

PIROS
N53 29.5 E030 09.0
Between
FL130 & FL50

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3590'	(2965' - 900m)
2930'	(2305' - 700m)
2270'	(1645' - 500m)
1940'	(1315' - 400m)

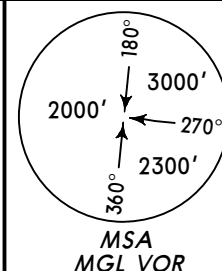
*ATIS
118.07
(126.2 Russian)

Apt Elev
636'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 when pressure is less than 733mm (977.3 hPa)
Trans alt: 3590' (2974')
Do not overfly city of Mahiliou below 2260' (1644').

DEDOK 2B [DEDO2B], DINPU 2B [DINP2B]
DULEB 2B [DULE2B], KOPON 2B [KOPO2B]
PIROS 2B [PIRO2B], ROVSI 2B [ROVS2B]
RWY 31 ARRIVALS

CAT C & D



DEDOK
N54 02.1 E029 18.1
Between
FL130 & FL50

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7

DINPU
N54 25.6 E030 15.8
Between
FL130 & FL50

(IAF)
*485 CO
N53 55.5 E030 08.5
At 2920'
(2304')

D6.9 MGL
N53 50.7 E030 09.7
(MGL R-152)
At 1930'
(1314')

D5.0 MGL
At 1930'
(1314')
GIGEB
N53 49.4 E030 18.4
(MGL R-129/D10.8)
At 2260'
(1644')

ROVSI
N53 51.9 E030 50.4
(MGL R-094/D26.9)
Between
FL130 & FL50

DULEB
N53 49.1 E029 23.4
Between
FL130 & FL50

D8.0 MGL
N53 49.8 E030 10.9
(MGL R-150)
At 1930'
(1314')

D8.3 MGL
N53 49.6 E030 11.6
(MGL R-147)
At 1930'
(1314')

D8.2 MGL
N53 50.5 E030 13.6
(MGL R-137)
At 1930'
(1314')

KOPON
N53 38.7 E030 45.5
(MGL R-120/D30.0)
Between
FL130 & FL50

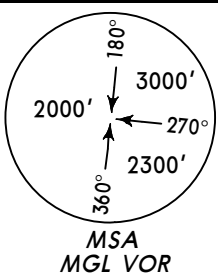
PIROS
N53 29.5 E030 09.0
Between
FL130 & FL50

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3590'	(2974' - 900m)
2920'	(2304' - 700m)
2260'	(1644' - 500m)
1930'	(1314' - 400m)

*ATIS
118.07
(126.2 Russian)

Apt Elev
636'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 when pressure is less than 733mm (977.3 hPa)
Trans alt: 3590' (2965')
Do not overfly city of Mahiliou below 2270' (1645').



DEDOK 1A [DEDO1A], DINPU 1A [DINP1A]
DULEB 1A [DULE1A], KOPON 1A [KOPO1A]
PIROS 1A [PIRO1A], ROVSI 1A [ROVS1A]
RWY 13 ARRIVALS

CAT A & B



DEDOK

N54 02.1 E029 18.1
(MGL R-272/D28.6)

Between
FL130 & FL50

23
DEDOK 1A
082° 3880

D7.1 MGL
N54 01.4 E029 56.1
(MGL R-299)

At 1940'
(1315')

DULEB

N53 49.1 E029 23.4

Between
FL130 & FL50

24
DULEB 1A
048° 3880

D7.0 MGL
N54 02.1 E029 57.3
(MGL R-307)

At 1940'
(1315')

D7.2 MGL
N54 02.0 E029 56.6
(MGL R-304)

At 1940'
(1315')

D7.2 MGL
N54 02.8 E029 58.0
(MGL R-313)

At 1940'
(1315')

Intercept
final at
1940'
(1315')

***485 UF**
N53 59.3 E030 02.5

At 2930'
(2305')

ROVSI

N53 51.9 E030 50.4
(MGL R-094/D26.9)

Between
FL130 & FL50

19
ROVSI 1A
255°

19
KOPON 1A
296°

KOPON

N53 38.7 E030 45.5
(MGL R-120/D30.0)

Between
FL130 & FL50

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7

GIGEB
N53 49.4 E030 18.4
(MGL R-129/D10.8)

At 2930'
(2305')

PIROS

N53 29.5 E030 09.0

Between
FL130 & FL50

33
PIROS 1A
323°

ALT/HEIGHT CONVERSION

QNH	(QFE)
3590'	(2965' - 900m)
2930'	(2305' - 700m)
2270'	(1645' - 900m)
1940'	(1315' - 400m)

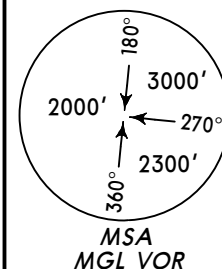
*ATIS
118.07
(126.2 Russian)

Apt Elev
636'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 when pressure is less than 733mm (977.3 hPa)
Trans alt: 3590' (2974')
Do not overfly city of Mahiliou below 2260' (1644').

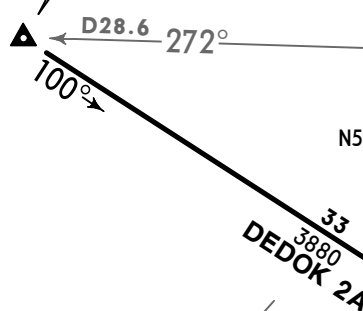
DEDOK 2A [DEDO2A], DINPU 2A [DINP2A]
DULEB 2A [DULE2A], KOPON 2A [KOPO2A]
PIROS 2A [PIRO2A], ROVSI 2A [ROVS2A]
RWY 31 ARRIVALS

CAT A & B



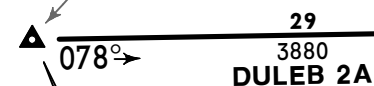
DEDOK
N54 02.1 E029 18.1

Between
FL130 & FL50



DULEB
N53 49.1 E029 23.4

Between
FL130 & FL50



MAHILIOU
D 116.75 MGL
(H) N53 57.2 E030 05.7

D6.0 MGL
N53 51.9 E030 10.7
(MGL R-143)

At 1930'
(1314')

D6.6 MGL
N53 51.5
E030 11.5
(MGL R-141)

At 1930'
(1314')

D6.9 MGL
N53 51.4
E030 12.1
(MGL R-140)

At 1930'
(1314')

PIROS 2A
4340

PIROS
N53 29.5 E030 09.0

Between
FL130 & FL50

DINPU

N54 25.6 E030 15.8

Between
FL130 & FL50



(IAF)
*485 CO
N53 55.5 E030 08.5

At 2920'
(2304')

D5.0 MGL

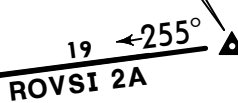
At 1930'
(1314')

GIGEB
N53 49.4 E030 18.4
(MGL R-129/D10.8)

At 2260'
(1644')

ROVSI
N53 51.9 E030 50.4
(MGL R-094/D26.9)

Between
FL130 & FL50



KOPON 2A
19

KOPON
N53 38.7 E030 45.5
(MGL R-120/D30.0)

Between
FL130 & FL50

ALT/HEIGHT CONVERSION

QNH (QFE)

3590'	(2974' - 900m)
2920'	(2304' - 700m)
2260'	(1644' - 500m)
1930'	(1314' - 400m)

Apt Elev
636'

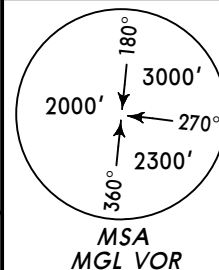
QNH on request (QFE)

Trans level: FL50

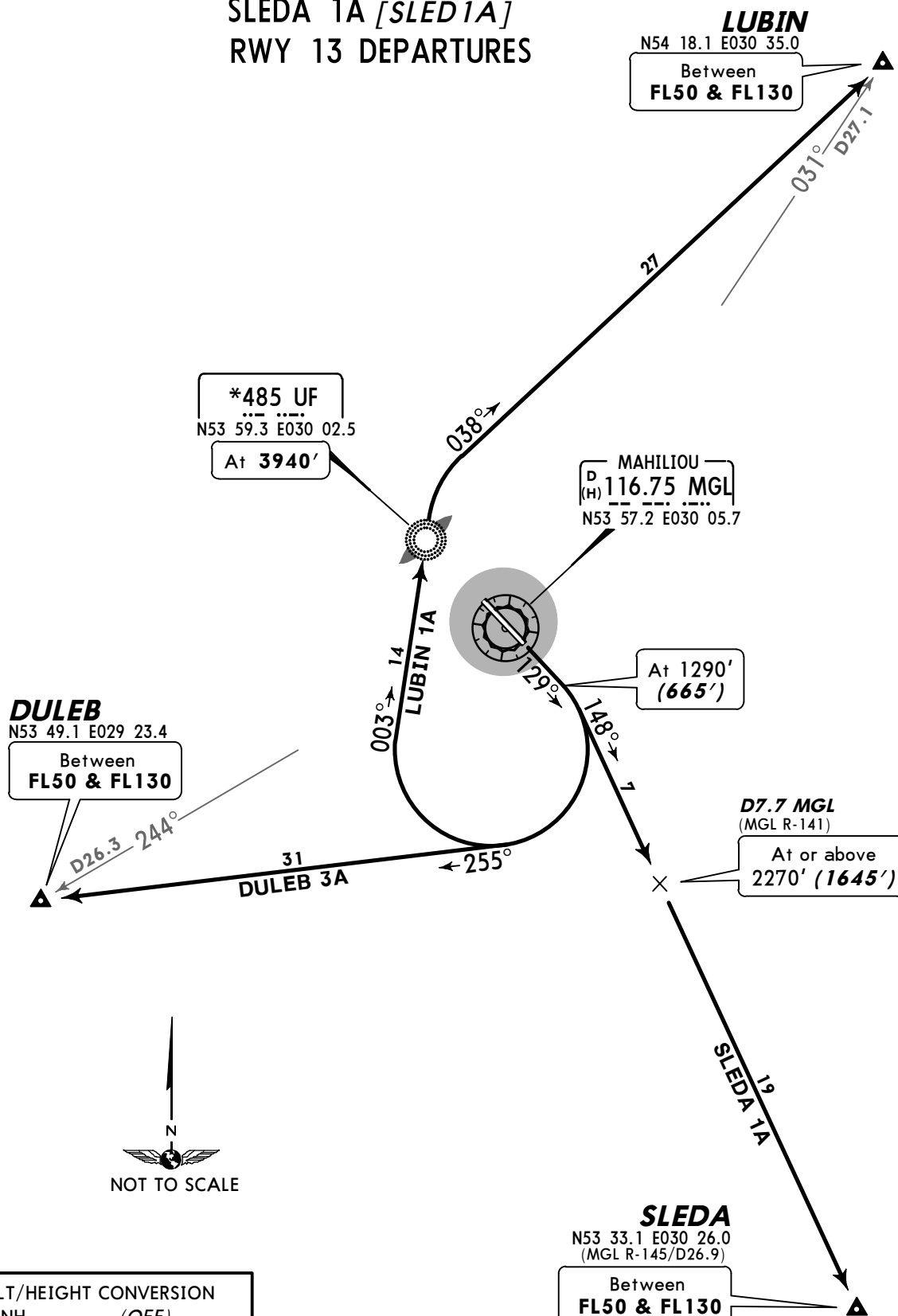
FL60 when pressure is less than 733mm (977.3 hPa)

Trans alt: 3590' (2965')

1. Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.
2. RARAR vectoring on request.



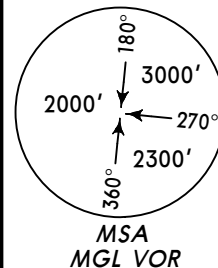
DULEB 3A [DULE3A]
LUBIN 1A [LUBI1A]
SLEDA 1A [SLED1A]
RWY 13 DEPARTURES



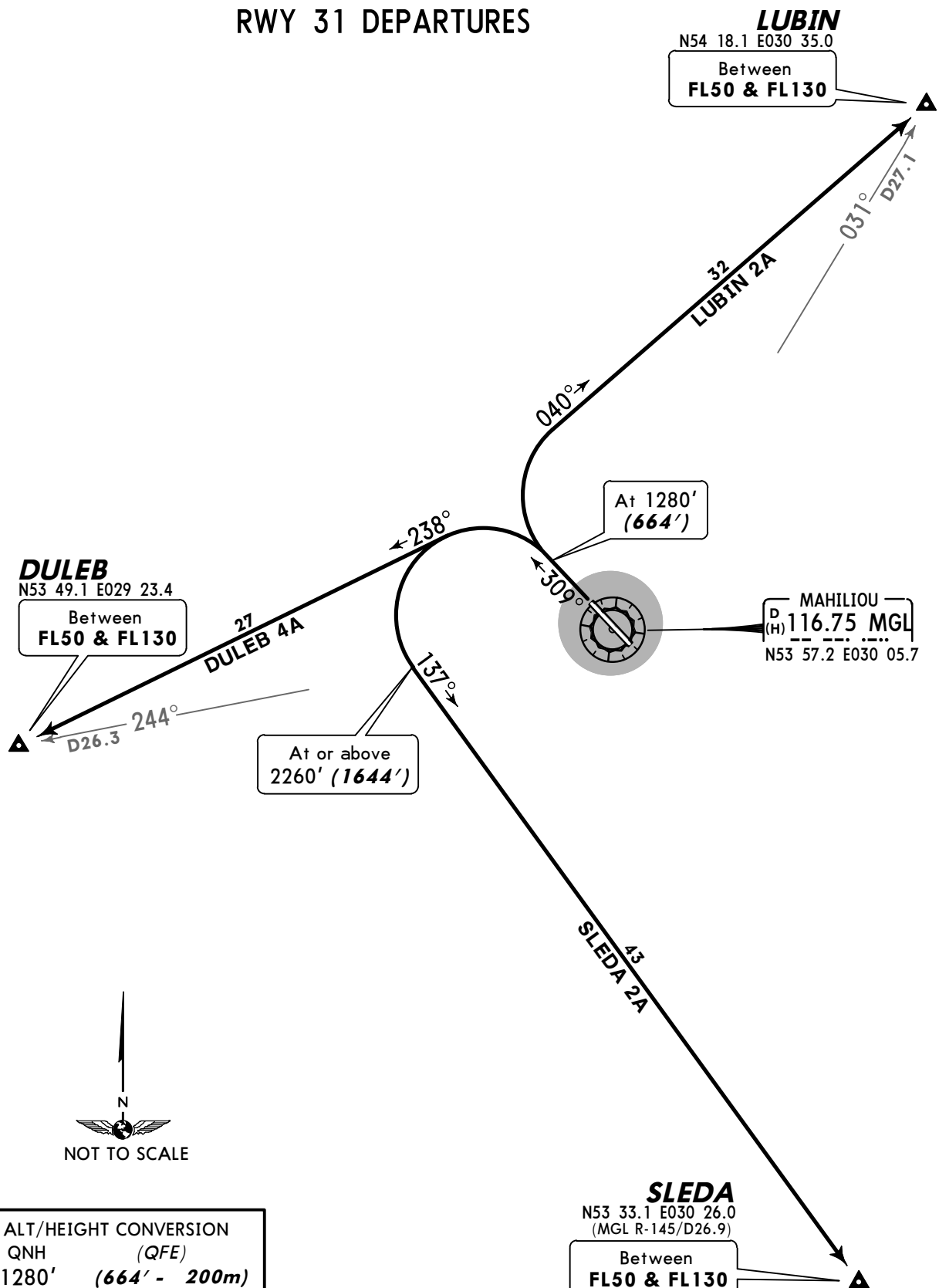
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1290'	(665' - 200m)
2270'	(1645' - 500m)
3590'	(2965' - 900m)

Apt Elev
636'

QNH on request (QFE)
Trans level: FL50
FL60 when pressure is less than 733mm (977.3 hPa)
Trans alt: 3590' (2974')
1. Take-off shall be carried out with noise abatement
procedures according to Flight Operation Manual.
2. RADAR vectoring on request.



DULEB 4A [DULE4A]
LUBIN 2A [LUBI2A]
SLEDA 2A [SLED2A]
RWY 31 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1280'	(664' - 200m)
2260'	(1644' - 500m)
3590'	(2974' - 900m)

NOISE ABATEMENT

ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all aircraft according to the Aeroplane Flight Manual for specified aircraft type.

In case of unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds, etc., in arrival and approach sectors, noise abatement procedures during approach phase shall not be carried out.

During instrument as well as visual approach, flying below the ILS glide path angle is prohibited.

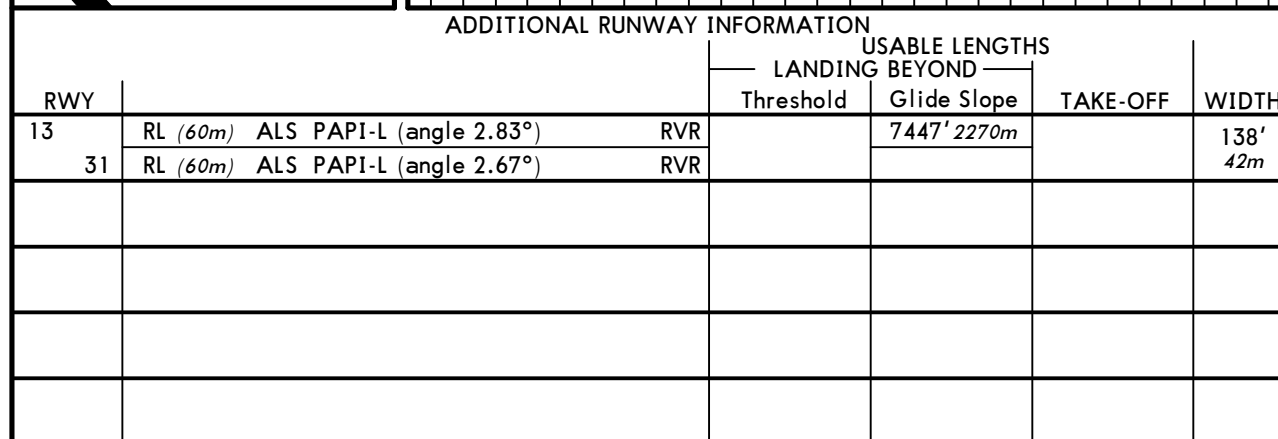
No noise abatement procedures shall prescribe the exceeding of indicated air speed during descent.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all aircraft according to the Aeroplane Flight Manual for specified aircraft type.

Noise abatement procedures shall not be carried out at the expense of the reduction of flight safety or in case of one of the aircraft engines failure during take-off phase.

Noise abatement procedures shall not be carried out in case of forecasted or expected wind shear or downward gusts.



	TAKE-OFF AIR CARRIER (JAA) All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	<i>250m</i>	<i>400m</i>
B		
C		
D	<i>300m</i>	

STRAIGHT-IN RWY		A	B	C	D
13	ILS	825' (200') R1000m	825' (200') R1000m	825' (200') R1000m	832' (207') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
31	NDB ①	1050' (425') R1500m	1050' (425') R1500m	1050' (425') R1800m	1050' (425') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ①	990' (374') R1500m	990' (374') R1500m	990' (374') R1500m	990' (374') R1500m
31	ALS out	R1500m	R1500m	R1700m	R1700m

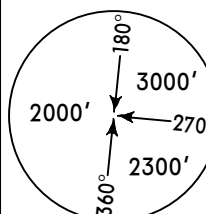
① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1040' (404') ② ceil 560' V1700m	1140' (504') ceil 660' V2700m	1240' (604') ceil 920' V3700m	1340' (704') ceil 1020' V5600m

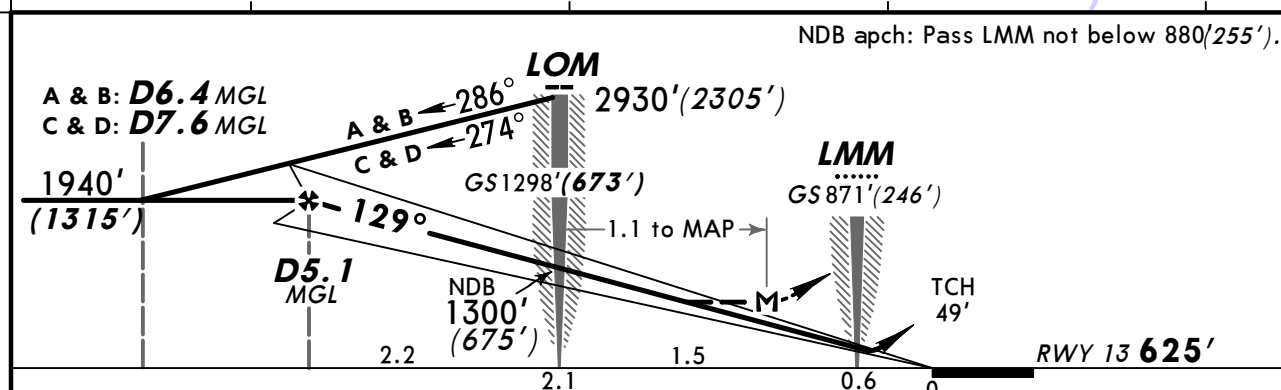
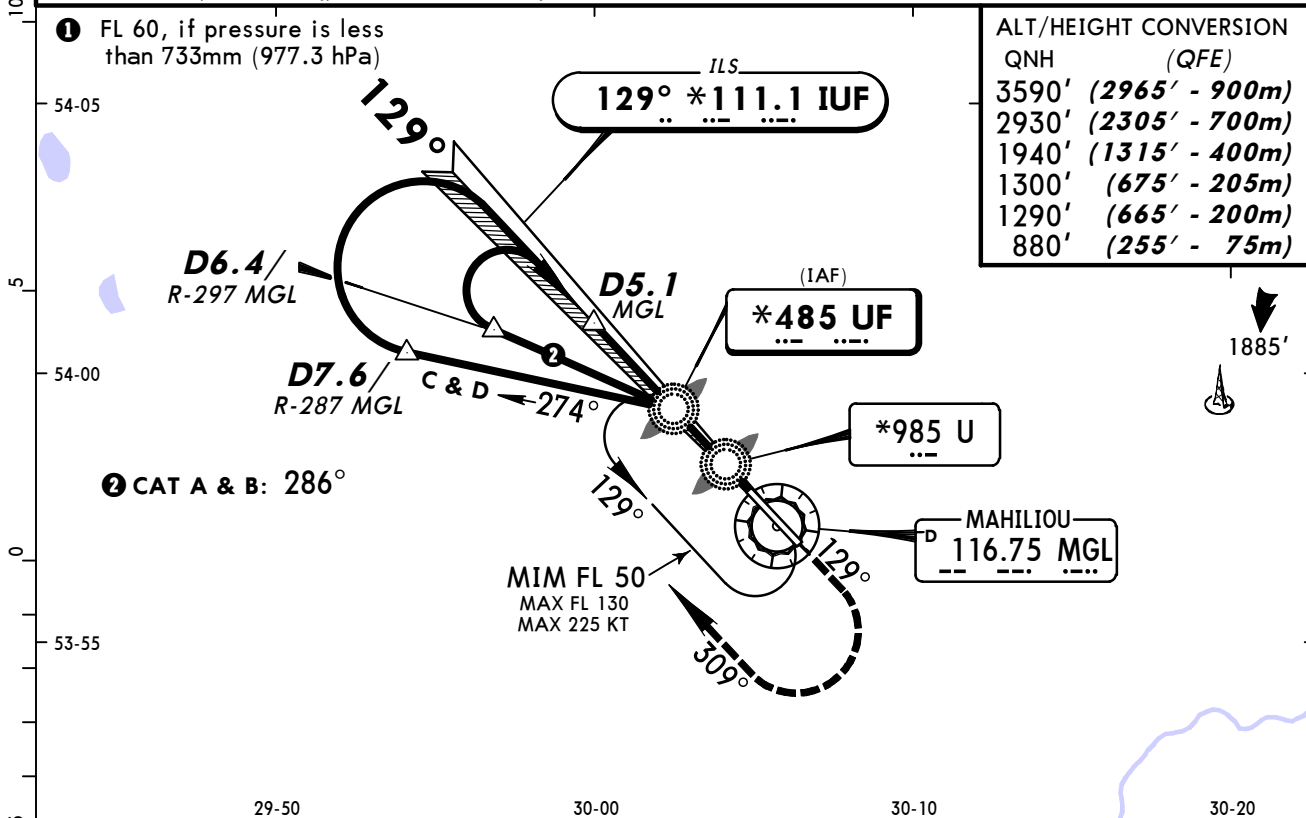
② or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 13, 31			
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

BRIEFING STRIP™

*ATIS 118.07 (Russian 126.2)			*MAHILIOU Tower (APP/TWR) 127.1		
LOC IUF *111.1	Final Apch Crs 129°	GS LOM 1298' (673')	ILS DA(H) Refer to Minimums	Apt Elev 636' RWY 625'	
NDB UF *485		Minimum Alt D5.1 MGL 1940' (1315')	NDB MDA(H) 1050' (425')		
MISSED APCH: Climb on track 129° to 1290' (665'), then turn RIGHT (MAX 225 KT) on track 309° climbing to 1940' (1315'), then as directed.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3590' (2965')



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI Refer to Missed Apch above
ILS GS or NDB Descent Angle 2.83°	350	451	501	601	701	801	
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25	

PANS OPS	STRAIGHT-IN LANDING RWY 13		CEILING REQUIRED	
	ILS DA(H) ABC: 825' (200') D: 832' (207')	LOC (GS out)	NDB MDA(H) 1050' (425')	Max Kts
	FULL	ALS out	ALS out	MDA(H)
	1200m		NOT AUTHORIZED	
A			RVR 1500m VIS 1600m	100 1040' (404') 170m - 1700m
B				135 1130' (494') 200m - 2700m
C			RVR 1800m VIS 2000m	180 1230' (594') 280m - 3700m
D				205 1330' (694') 310m - 5.6 Km

① After NDB: MDA(H) 1050' (414').

CHANGES: MSA. Missed apch.

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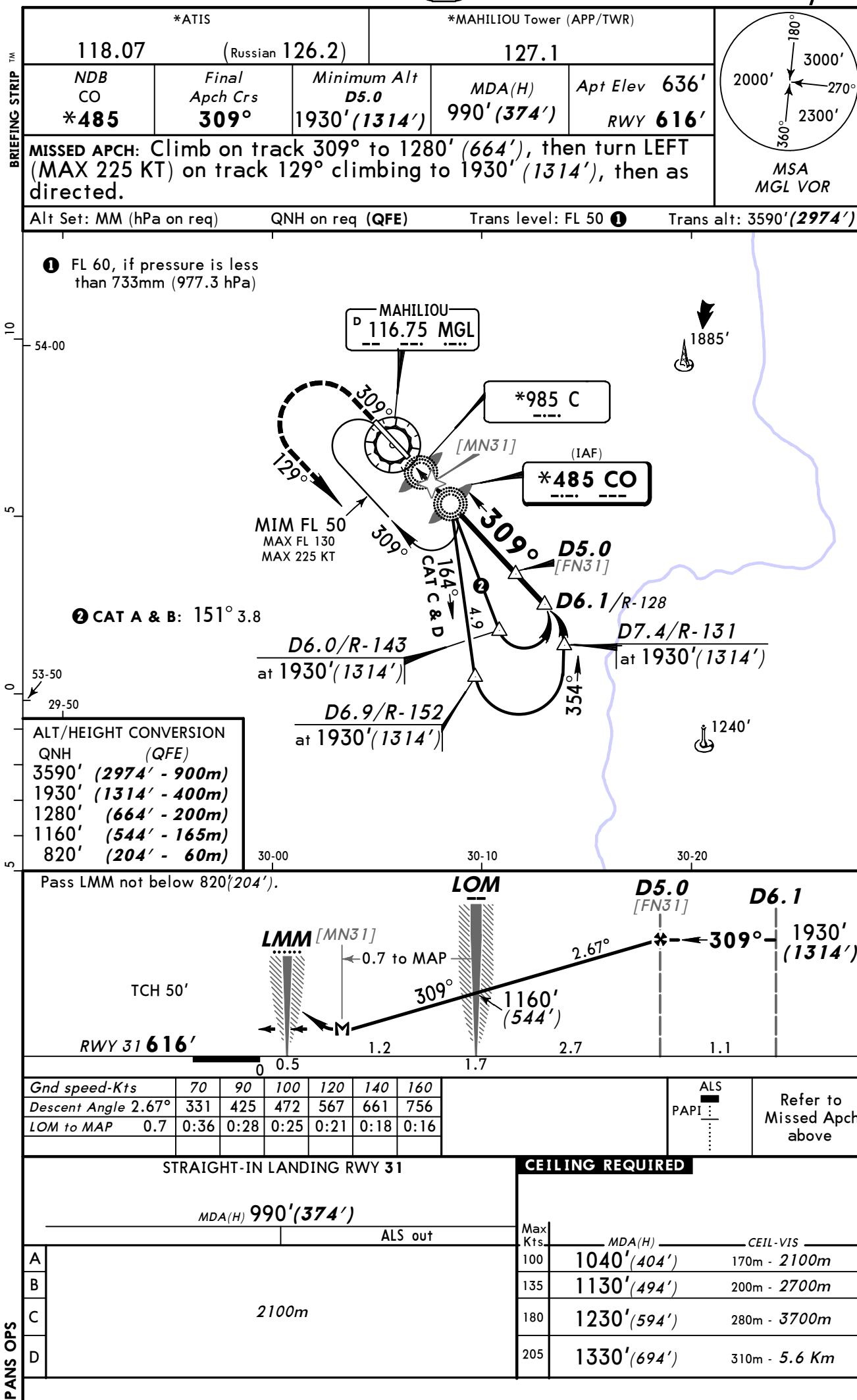


Chart changes since cycle 07-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MAHILIOU, (MAHILIOU - UMOO)				
DEL	BABOK, DEDOK, DULEB, PIRO...	10-2	23 Mar 2012	05 Apr 2012
ADD	DEDOK, DINPU, DULEB, KOPO...	10-2	23 Mar 2012	05 Apr 2012
DEL	BABOK, DEDOK, DULEB, PIRO...	10-2A	23 Mar 2012	05 Apr 2012
ADD	DEDOK, DINPU, DULEB, KOPO...	10-2A	23 Mar 2012	05 Apr 2012
DEL	BABOK, DEDOK, DULEB, PIRO...	10-2B	23 Mar 2012	05 Apr 2012
ADD	DEDOK, DINPU, DULEB, KOPO...	10-2B	23 Mar 2012	05 Apr 2012
DEL	BABOK, DEDOK, DULEB, PIRO...	10-2C	23 Mar 2012	05 Apr 2012
ADD	DEDOK, DINPU, DULEB, KOPO...	10-2C	23 Mar 2012	05 Apr 2012
REV	DULEB 3A, LUBIN & SLEDA 1...	10-3	23 Mar 2012	05 Apr 2012
REV	DULEB 4A, LUBIN & SLEDA 2...	10-3A	23 Mar 2012	05 Apr 2012
REV	ILS OR 2 NDB RWY 13	11-1	23 Mar 2012	05 Apr 2012
REV	2 NDB RWY 31	16-1	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMOO